

September 17, 2004

## MEMORANDUM

To: Don Cairns

From: Dave Alm

SUBJECT: Lakeside Community Traffic Issues

In response to inquiries from several residents of the new Woodbridge community (Lakeside MPRD), Traffic Operations has been conducting a series of field observations, data collection, explored issues and options, and interviewed citizens, business representatives, and other city departments.



The central issue brought by the Woodbridge community is the presence of large commercial trucking on 188<sup>th</sup> Ave. NE. The roadway is bracketed with residential development. Residents see the truck traffic as very intrusive due to noise. This quality of life impact evolves into complaints about the volume, speed, and time-of-day of the truck trips, and into general concerns about traffic volume, speed, and safety.

This is a final report updating the preliminary report dated October 10 on the status of the key issues raised by representatives of the Woodbridge community. The preliminary report was distributed to some members of the community and shared at the City Council meeting of September 7.

There are approximately 1,500 residential units built or under construction throughout the community being serviced from the 188<sup>th</sup> Ave. NE community. There are an additional 1,000 residential units presently anticipated in the area.

Public Works is in the process of creating a web information site on this issue and is directing those who contact the City on the issue to that location.

### **Community Interaction –**

A member of the community first inquired about traffic operational issues on 188<sup>th</sup> Ave. NE in December, 2003. Since then, inquiries and issues with 188<sup>th</sup> operations have come to the attention of staff at an accelerating pace. Staff has tried to keep pace with the

multiple inquiries and has provided considerable resource to discuss issues. A growing contact list of residents involved with this issue is being managed by staff.

Staff has also made contact with some members of the existing business community of the Southeast Redmond community on these issues.

Contact with the residential community has involved several individuals, but the community does not yet organized into a group with a recognized leadership. Still, there are recurrent themes and concerns:

**Issues -**

1. Discourage Traffic from Traveling along the 188<sup>th</sup> Ave. Corridor –In a general sense, community residents have expressed their desire to discourage travel along the street, especially heavy truck traffic. Considerable time has been invested in discussion on the feasibility and alternatives of this general issue in conversation with citizens.

Some of the area residents state surprise that the 188<sup>th</sup> Ave. NE corridor has been planned as the principal north-south arterial for southeast Redmond, and that it will eventually extend between East Lake Sammamish Parkway and Union Hill Road. This realization has prompted some to identify as their primary concern the intention to eventually complete the corridor, replacing the initial primary concern over existing traffic volume and truck presence.

Most of the remaining specific concerns are ancillary to the central issue of corridor volumes and traffic mix. The ancillary issues include:

2. Request for Speed Enforcement on the 188<sup>th</sup> Ave. NE Corridor - The police department has received some requests from adjacent residents for increased enforcement of speed law in the corridor. Because there is not yet an adopted speed limit ordinance, enforcement is difficult as only the prima facie (25mph) limit can be enforced at this time. 25mph is unrealistically low on this corridor when using the professionally recommended practices of speed zoning.

The police have responded by deploying both of the radar speed trailers onto the street and by encouraging Traffic Operations to establish and sign an approved speed limit. Traffic Operations has invested a considerable amount of time with several residents in providing them with the basic parameters of engineering speed zoning policies and practices. Staff has also completed an engineering speed survey and prepared a recommended ordinance for Council review. A brochure with speed zoning parameters is presently being produced which could be used to help respond to questions regarding speed zoning practices. It is intended that this information be made available on the pending web information location.

3. Speed Limit for 188<sup>th</sup> Ave. NE – Residents have requested that a speed limit be posted for the 188<sup>th</sup> Ave. NE corridor. Traffic Ops conducted an engineering speed survey and prepared a September 7 recommendation to City Council to establish a speed limit of 35 mph on the corridor.

The City Council deferred action on establishing a speed limit on 188<sup>th</sup> Ave. NE until these and related issues could be explored by the Public Safety Committee. That Committee will review the issues at their meeting on Wednesday, September 22, at 4pm in the City Council conference room.

4. Adjust the Speed Limit along 185<sup>th</sup> Ave. NE – Some residents have requested that the existing speed limit 25 mph posted along NE 185<sup>th</sup> Ave. be raised. Their thought expressed was that the lower limit pushes additional traffic onto 188<sup>th</sup> Avenue. Traffic Ops conducted an engineering speed survey along 185<sup>th</sup> Ave. and recommended that the posted speed limit for this corridor be increased to 30 mph. in a proposed action to the City Council on September 7.

The City Council deferred action on increasing the speed limit on 185<sup>th</sup> Ave. NE until this and related issues could be explored by the Public Safety Committee. That Committee will review the issues at their meeting on Wednesday, September 22, at 4pm in the City Council conference room.

5. Build a new alternate route bridging 185<sup>th</sup> Ave. and 188<sup>th</sup> Ave. – With an alternate route, some residents have voiced their hope that a portion of the 188<sup>th</sup> Ave. traffic may be diverted to 185<sup>th</sup> Ave. northerly from some of the residential portion of the community. This new connection is anticipated by the City's plans and would be constructed at approximately NE 76 Street.

6. Do Not Utilize 188<sup>th</sup> Ave. as a Detour Route for the SR202 Sahalee Project – As construction begins on the WSDOT project, residents have been fearful that there would be a formal detour route established and encouraged to alleviate construction delay along SR202. Traffic Ops staff has agreed with the community that this would be inappropriate. 188<sup>th</sup> will not be used as a detour route for the SR202 project.

7. Traffic Signal at 188<sup>th</sup> Ave. NE and NE 65<sup>th</sup> Street – There were a few requests from members of the community to install an all-way STOP sign at this intersection, principally with the thought that this would discourage traffic from the route and it would control the speed. After considerable discussion with citizens by Traffic Operations staff, the suggestion for an all-way STOP was dropped by the residents contacted. However, the replacement suggestion to utilize a traffic signal at this intersection to end confusion and to create a platoon-style flow of traffic remains an issue being evaluated.

8. Relocate the Existing 188<sup>th</sup> Ave. School Bus Stop – Residents have voiced concern that the existing school bus stop on 188<sup>th</sup> Ave. is poorly located in

consideration of the nature of traffic on the arterial. Staff has consulted with the School District to explore the location of the bus stop in question. The issue will be pursued to an optimal resolution in the future.

9. Prohibit Heavy Vehicles Along 188<sup>th</sup> Ave. NE - This request was the initial core theme and expressed root desire of the adjacent homeowners. Various staff members and community residents have discussed the many aspects of the issue, from its fairness to the businesses, alternative routes, enforceability, and the process by which the issue might be implemented.

Staff has reviewed this matter with the City Attorney. There is no currently existing enabling ordinance by which a truck prohibition could be enforced in this situation. 188<sup>th</sup> Ave. NE is capable of servicing truck use in design and construction, and the exemption given by existing ordinance to local truck trip origin or destination and most direct routing excuse truck use of this route.

Even in the event that the City Council desired to establish a truck prohibition on this corridor, a new ordinance would be difficult to develop and enforce. These facts have been relayed to several members of the community.

This issue has been a recurrent theme in most citizen contacts. However, the business community also has previously expressed a great interest in this issue to staff and to the Council. The corridor offers considerable value to the adjacent business community in the time savings and reduction in accident potential of direct routing, particularly in comparison to the either the more congested and geometrically inferior 185<sup>th</sup> Ave. NE corridor or a route taking heavy trucks through the interchange area near SR520.

10. Discourage Truck Use Along 188<sup>th</sup> Ave NE - Most residents who have discussed the truck situation with Traffic Operations staff understand the complexity and processes involved with enacting a prohibition of truck usage of the 188<sup>th</sup> Ave. NE corridor. Still, staff has been requested to contact the major truck generators and extend advice to their drivers that they could try to drive in a neighborly and sensitive manner when adjacent to homes. Staff has brought this discussion to the attention of the adjacent business community and has extended an invitation to participate at the upcoming Public Safety Committee meeting on September 22.

11. Repair the Street Lighting System Not Functioning Within the Community - A request from some members of the community to follow through with the developer to make the



street lighting functional in occupied portions of the MPRD resulted in accelerating the necessary repairs to the system at the end of July. This issue is satisfied and closed.

12. Change the Roadway Network Classification of 188<sup>th</sup> Ave. NE – Most of the residents contacting the City have expressed their ignorance to the fact that the corridor is designated as an arterial street. They have expressed frustration that the developer had not made it clear at the time of purchase that the corridor was designed to carry a high volume and truck mix in the future. Some have expressed interest in participating in the ongoing Transportation Master Plan endeavor with intent to reduce the planned future use of 188<sup>th</sup> Ave. NE. Residents with this interest are being referred to the TMP Project Manager, Kurt Seemann, for more information on upcoming opportunities to participate.

It has been noted to all who review 188<sup>th</sup> Ave. NE issues that the existing traffic characteristics along the 188<sup>th</sup> Ave. corridor will change significantly in the future, particularly traffic volume, including truck use. Left-turn ingress to the Redmond-Fall City Highway (SR202) is presently restricted at 188<sup>th</sup> Ave. by a temporary channelization median. When the turn restriction is replaced by a traffic signal in approximately 3 years, truck and other vehicles will be able to turn south to eastbound. This would approximately double to volume and truck volume on 188<sup>th</sup> Ave. at that time and exacerbate the impact to the adjacent community.

Transportation staff has researched pertinent documents regarding the history of the corridor's development. A summary report containing these documents is attached to this report as an Appendix.

Recommendations:

- a. Adopt new speed limit (35 mph) for 188<sup>th</sup> Avenue NE
- b. Adopt new speed limit (30 mph) for 185<sup>th</sup> Avenue NE
- c. Continue with existing plans and policies regarding the development, design, and use of the 188<sup>th</sup> Ave. NE corridor.

Attachment: Summary of statements pertaining to the Lakeside Development and 188<sup>th</sup> Avenue NE.

Cc: Deby Canfield  
Rob Odle  
Lt. Wilson  
Jeff Palmer  
Jeff Kirkwood  
Steven I. Harris, Sr.  
Melany Stroum

## **Summary of statements pertaining to the Lakeside Development and 188<sup>th</sup> Avenue NE**

### **REDMOND COMPREHENSIVE PLAN**

#### **Section G: NOISE**

**NE-81** Noise regulations should limit noise to levels that protect the public health and that allow residential, commercial and manufacturing areas to be used for their intended purposes.

**NE-82** Noise reduction and mitigation measures should be provided to reduce the noise and visual impacts of freeways and arterials on residential areas.

#### **Section Q. CARRYING OUT THE LAND USE PLAN**

**LU-128** The City of Redmond should undertake the following responsibilities in the development review process;

- Be responsive to the entire community, including local residents, property owners, businesses and those who work in Redmond.

- Treat all members of the public fairly.

- Engage the public in the review of plans, regulations and development proposals.

**LU-129** Applicants should undertake the following responsibilities in the development review:

- Involve the community early in the design process, where appropriate to the scale and nature of the proposal.

- Engage the public in the review of the development proposals. The issues addressed in the public involvement process should reflect decisions made in the comprehensive and neighborhood planning processes.

#### **Section I. SOUTHEAST REDMOND NEIGHBORHOOD POLICIES**

##### **Neighborhood Vision**

...The plan provides for a transition in land use intensity from the west where intensive retail uses and industry are expected, to the east and south where moderate-density housing is developed...

##### **Neighborhood Policies**

###### **Overall Land Use Policies**

**N-SE-1** Allow regional retail uses in the west portion of the subarea. Promote light industrial uses in the central portion and manufacturing uses in the north portion. Provide for affordable home ownership housing...

**N-SE-5** Establish a strong and effective transition between residential and non-residential uses along the NE 65<sup>th</sup> St, NE 76<sup>th</sup> St, 192<sup>nd</sup> Ave and 188<sup>th</sup> Ave NE road corridors to encourage residential development to the east and south of this transition

area, and to protect **non**-residential uses from nuisance complaints. Techniques that could be used include:

Earth berms

Location of boulevards with landscaped center medians...

### **Character and Design Policies**

**N-SE-17** Where industrial uses would be located near existing or future residential uses, site designs should reduce potential visual and noise impacts through measures such as: ...adding significant vegetative and earth berms along arterials

### **Housing Policies**

**N-SE-20** Include extra sound proofing in residential uses near...heavily traveled streets.

## **REDMOND COMMUNITY DEVELOPMENT GUIDE**

### **20C.70.45-010 Southeast Redmond Residential Requirements**

(1)...developers will be encouraged to include extra sound proofing where exterior walls front heavily traveled streets...

## **SOUTHEAST REDMOND SUBAREA/CDG AMENDMENT**

### **Page 2 – Alternative Three: Mixed Use – Residential Emphasis**

...to provide employment opportunities, create facilities for a regional-serving high capacity transit corridor, and expand multifamily housing..

The transportation element of Alternative Three consists of several east-west collectors and a minor arterial connecting NE Union Hill Road to Redmond-Fall city Road...

### **Environmental Health: Noise (pg. 4)**

Future development and population growth in the Southeast Redmond subarea will likely result in increased noise levels. Major sources of noise include...increased vehicle traffic on local roads. The scaling down of the Cadman Gravel Company operation may result in lower noise levels for certain areas and types of noise receptors, particularly from the elimination of dump truck noise along NE Union Hill Road (NOTE: Cadman submitted a letter stating they do not intend to scale down their business. This letter is included within the SOUTHEAST REDMOND SUBAREA/CDG AMENDMENT)

(pg 5) Alternative Three: ...Under this alternative, the amount of land uses sensitive to noise (i.e., residential uses) will be the largest of any alternative.

### **Environmental Health: Noise (pg 11)**

Site new arterial alignments away from existing sensitive noise receptors and provide large earth berms, or acoustical walls adjacent to sensitive receptors, and include extra sound proofing in residential uses near...heavily traveled streets.

### **Land Use (pg 15)**

No unavoidable adverse land use impacts are expected, although land uses would intensify as activities within the subarea changed from mostly vacant property to a variety of retail, office, light industrial and/or multifamily uses.

## **LAKESIDE MPRD EIS ADDENDUM**

### **MPRD Project Description (pg 1-1)**

...Access to the project site would be provided by SR 202 via a new arterial collector, 188<sup>th</sup> Avenue NE, that would be expanded through the project site.

(pg 2-4) ...Approval of the MPRD by the City will constitute the City's acceptance of an overall project land use plan for the property and the off-site alignment of 188<sup>th</sup> Avenue NE to the north.

#### **(pg 2-4) Future Off-Site Extension of 188<sup>th</sup> Avenue NE**

The off-site alignment of 188<sup>th</sup> Avenue NE, extending from the Lakeside MPRD's northern property boundary to NE Union Hill Road would be confirmed as part of the proposed Lakeside MPRD.

(pg 2-9) ...The MPRD designates 188<sup>th</sup> Avenue NE as the north/south arterial collector from SR 202 to the northern MPRD boundary....Ultimately, with buildout of the Southeast Redmond Subarea as envisioned by the City of Redmond's Comprehensive Plan, 188<sup>th</sup> Avenue NE would extend from SR 202 to NE Union Hill Road.

(pg 2-10) 192<sup>nd</sup> Avenue NE ...would be classified as a neighborhood collector...

### **Environmental Health: Noise (pg 3-28)**

#### **MPRD and Preliminary Plat Application**

...The primary noise source within the project area is vehicular traffic noise on SR 202 and other nearby roadways. The City of Redmond has not adopted criteria for non-stationary noise sources such as motor vehicle noise.

### **Impacts of the Proposed Project (pg 3-28)**

...(pg 3-29-para 1) Sources of noise would include...increased vehicle noise.

...(pg 3-29 para 2) Sensitive receptors adjacent to major roadways would likely experience the greatest increases in traffic noise.

### **Traffic Signal Warrant Analysis (pg 3-58)**

(para 3) ...as the subarea is further developed and 188<sup>th</sup> Avenue NE is extended north to Union Hill Rd, 188<sup>th</sup> Avenue NE will be the primary north-south travel route in the SE Redmond area.